

post master. There was no town in the "Basin" at that time. The office was in his ranch house. The mail came in once every two weeks. I stopped that night with Mr. Rumsey, and the next morning I walked nine miles south to William Carpenter's, the place I was to stay while teaching. During the summer, the mail was brought in a little more often, and the office was established in the upper end of the "Basin" at the place called Fox. There was only one school in the "Basin." The district included the whole "Basin," which was about 8 by 16 miles. The school was District 48, Bingham County. The school building was located on the west side of Pierre River, back nearly half a mile from Carpenter's house. It was a building made of logs, 18 by 32 feet, and was fairly well furnished. The first term of school taught in this building and in the "Basin" was the fall before, and was taught by O. E. Hibbs. My term began May 16, 1892. The trustees were Wm. S. Carpenter, Mike Byrne and Wm. Simmons. My salary was \$55.00 per month. Many of the pupils came to school on horseback and picketed their horses during school hours.

I had thirty-seven pupils enrolled, consisting of all grades. I am wondering where all those youngsters are today. I will name them, hoping someone or all of them may write me. They were as follows: Maude Carpenter, Mary Letham, Lois Letham, Lucy Wood, Walter Wood, Haddie Wood, Charles Nickerson, Frances Osborn, William Osborn, Charles Osborn, William Simmons, John Simmons, Jane Simmons, Ida Stafford, Floyd Stafford, Oscar Stafford, George Stafford, Maude Foster, Gideon Murphey, Bertie Walton, Tina Christensen, Parley Cherry, Adrian Cook, Clara Nickerson, Julia William Drake, Fred Drake, Betty Bowles, Viola Bowles, Rebecca Bowles, Ada Bowles, Naein Christensen, Anna Boqua and Minnie Boqua.

William Ross Sandy

SCHOOLS IN CALIFORNIA

San Francisco had a school even before gold was discovered in 1848. Samuel Brannan gave one end of his city lot upon which to construct the buildings. That piece of land is part of Portsmouth Square and a permanent memorial replica of that original school house has been built by the San Francisco Centennial Commission, one hundred and one years since the original school was started and classes are permitted to spend a day at this school to revel in the past. The children wear costumes of that era, and relive as much as possible those early days.

The population of San Francisco was eight hundred and there were sixty children. Tom Douglas was the first teacher, opening school April 3rd, 1848. Samuel Brannan printed a fine article in his newspaper about it, but six weeks later it closed. Gold was discovered and the stampede to the mountains began. School trustees, parents and children left town. The teacher, Tom Douglas, did not sit long. He left pick, shovel and pan to seek his fortune.

Mildred Pearce Morgan

Susan Eliza Savage (Angell) was one of the early teachers in San Francisco (known as Yerba Buena in 1846). She was a Ship Brooklyn Pioneer, lived in Samuel Brannan's home, coming to Utah in 1849.

Laura Angell King
G. Daughter

Heart Throbs of the West
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PIONEER MAIL ROUTES, CARRIERS AND CONTRACTORS

In the early days when Utah was being settled, the transportation of mail was unofficial and more or less a matter of chance. Letters were usually carried back to the States in the care of people returning east, such as fur traders or trappers. During the first few years following the settlement of Salt Lake Valley, the mail was carried from the east by the emigrants and distributed to the Saints at the conclusion of church service on the Sabbath. Before 1850, there was no attempt to establish regular government mail service beyond the Rocky Mountains.

MAIL ARRIVES NOVEMBER 30, 1848

In the Journal History the following reference is found: Agreeable to the action of the conference held October 6, 1848, on the Pottowatamie lands, Allen Compton, Dr. Ezekiel Lee, James Casto and John Smith left Caribuna, Council Bluffs, to carry an express to Great Salt Lake Valley. Ezekiel left his family at Council Bluffs and set out on this perilous journey, not knowing if he would ever return. These brethren went to the ferry at Summer Quarters where local brethren promptly made preparations to make the travelers comfortable for the night. Learning that a large company of Indians were at Winter Quarters the brethren thought it advisable to have a stronger force to accompany the express to a point beyond Elkhorn, consequently they sent back to Kanesville for men as a posse or escort. It cost them three hundred and twenty dollars to outfit the express for the mountains which they did on credit.

On the way they picked up a man on his way to the California gold fields. He had a very few supplies and they soon ran out of water. For days they traveled unable to find any. At last they came to a small stream, Ezekiel, who was in charge as he was a doctor, took a cup of water and gave each man a small portion saying that it would be dangerous to drink more as they had gone without it so long and they could have more in a little while. Everyone was agreeable except the man they had picked up. He angrily refused saying: "You're not going to dole water out to me!" Ezekiel calmly handed him the cup saying: "Drink as much as you want and take the consequences." He grabbed the cup and drank as much as he could. In a short time he was in intense agony with cramps. It took all Dr. Lee's skill to save his life.

The days went on and their provisions were exhausted with the exception of their flour. One day the mules broke loose, got in the flour scattering it all over the ground. They were unable to save any of it and soon were on the verge of starvation. Each day became more tortuous than the last. It was late in the season and there were no berries except on a few rose bushes they found; they lived on these until they reached Echo Canyon. That night when they camped Ezekiel called them together and asked them to kneel with him in prayer and ask the Lord to provide for them. This they did. The next morning as they were traveling along they met two men with their teams coming after wood. Upon seeing the condition of the men they immediately gave them their food and turned and went back with them to the Valley. God had surely answered their prayers. On Thursday, November 30, 1848, one month and four days after they started, Brothers Allen Compton, Dr. Ezekiel Lee, James Casto and John Smith, also a man named John Green, evidently the man they had met on the wilderness trail, arrived in Salt Lake Valley from Winter Quarters with all the mail of two hundred and twenty-seven letters—also many papers.

IN 1849-50

In 1849, the government established a post office in Salt Lake City and appointed Joseph S. Heywood as postmaster.

April 12, 1849. Under this date the First Presidency wrote to Elder Orson Hyde in Iowa as follows: "We want you to make arrangements to send us a mail late in the fall, also another early the ensuing spring, and we shall endeavor to do the same by you."

In 1850 an attempt was made by Colonel Estill of Missouri to organize a mail and passenger line between Independence and San Francisco. The proposition was presented to President Young with the hope that a number of leading Mormon authorities might become interested and purchase stock.

Nothing, however, came of this venture. In the spring of the following year, 1850 because of the increased migration to the Pacific Coast, the result of the discovery of gold in the later forties, the government established the Great Salt Lake mail route from the Missouri River to Salt Lake City. A line was also established connecting Salt Lake City with Sacramento. The first contract for carrying the mail from Independence to Salt Lake City was awarded to Samuel H. Woodson. It was a monthly stage service for which the contractor was to receive \$19,500 a year for four years beginning July 1, 1850. The mail route followed along the Oregon Trail from St. Joseph by way of Kearney and Laramie to Fort Bridger, then it turned south and west along the Mormon Trail through Emigration Canyon to Salt Lake City. Woodson contracted with Utah men to carry the mail between Salt Lake City and Laramie. In 1850, Congress established postal routes in the Territory of Utah from Salt Lake City to San Pete Valley by way of Utah Lake; from Salt Lake City to Brownsville, (Ogden); and from Salt Lake City to Utah Lake and thence to San Pete Valley. In 1852 a postal route was established from Salt Lake City by way of American Fork, Provo, Springville, Payson, Summit Creek, Nephi, Fillmore, Red Creek, Parowan, Johnson's Springs and Cold Creek to

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Santa Clara and thence by way of San Bernardino to San Diego. The Postmaster General's report for the fiscal year ending June 30, 1853, showed a total loss to the government of \$2314.04; the receipts being only \$955.66, while the total transportation cost was \$3269.70.

27 Sept. 1850. "A company was already chartered by the General Assembly of Deseret for the purpose of running a regular line of coaches between Ogden and San Pete, to commence as early next spring as the traveling will permit and to be extended as fast as the settlements extend; also, from the capitol to Tooele County, by way of the Great Salt Lake Bath."

Fourth Epistle of the Church

THE MAIL IN 1851-52

On July, 1851, Feramor Little contracted with Mr. Woodson to carry a monthly mail between Salt Lake City and Laramie, Wyoming for eight thousand dollars a year, for two years and eleven months, the remainder of the term of four years for which Mr. Woodson had contracted. He employed Ephraim Hanks and Charles F. Decker. Carriers on each end of the line were expected to meet at Laramie on the 15th of each month. The only settlement between Salt Lake City and Laramie was Fort Bridger, one hundred ten miles east of Salt Lake. On August 1, 1851, Little and Hanks took their first mail over the route to Fort Laramie. Between the Green River and South Pass they met Messrs. Harris, Brochus and Brandebury, the newly appointed officials for the Territory of Utah.

"Perhaps the most remarkable mail trip between Laramie and Salt Lake City was that made by Feramor Little in November, 1852. He was accompanied by a Canadian Frenchman named Contway and four other passengers. They left Salt Lake City, November 1, and arrived at Laramie on the 15th. Because of heavy storms the eastern mail had not arrived and the contractor was compelled to wait twenty days before leaving for Salt Lake. At the close of November Mr. Little in mounting a mule sprained his ankle, yet despite the advice of the army surgeon at Laramie not to use his foot, he started for Salt Lake early in December. He was ten days getting to Devil's Gate. There he was advised by the proprietor of the trading post that it was useless to go further on account of the snow. The party continued, however, and were soon lost on a trackless wilderness of snow in what was called "Bad Lands," far to the southeast of South Pass. Blinded by the drifting snow storm, so they could discern no mountains or beacons to direct their course, with the weather so cold that they did not dare close their eyes during the night for fear of freezing to death, lost for two days and during that time without fire, food, sleep or grazing, the little company finally wandered into Fort Bridger on December 22. There Little was again advised that he could go no farther because of the snow. Nothing daunted, however, the wiry contractor, procured some of the best horses known as the Flat Head breed, and broke his way to the Weber. For convenience in packing, the postmaster at Laramie had divided the mail into two sacks, each weighing seventy-two pounds, but the letters were all in one sack, which in turn was put into what packers call a par-flesh, an Indian tanned buffalo skin. The paper, mail and other valuables were stored in a large iron boiler. An attempt was made to get down into the valley on the ice of the Weber

Letter Written in the Early 50's

City of the great Salt Lake Sept 18th Wednesday 10 o'clock at night
 Dear Brother and Sisters, thinking that a line from me in your
 lonely situation might be acceptable I write with pleasure
 about 1 o'clock this morning a messenger arrived here and told us of
 the unpleasant fire you were in which made me feel more lonesome than
 ever. I have ~~no~~ never sit myself down by a nice cheerful firestone I come
 into this valley but ~~the~~ the next thought was I wonder how my friends
 are faring out in the mountains especially if a cold breeze was at all strong
 around but never mind I hear them now barking up for volunteers
 to go off to your relief Joseph is going for me by him I am I think the
 valley ~~and~~ look good to you for it will be a happy place and I judge by
 that you will be glad to find me I was sorry to hear that your team had so
 failed you. It must have made you feel very lonesome. I hope it revived
 your spirit some during your sojourn of here. It did live he often I hope of
 some and I believe I have watched the road you will track when you come
 out of the mountains since last Saturday hoping every hour I should
 see a wagon coming to the fort but in this I have been disappointed and
 fear I shall be for some days to come. Harriet I was pleased to hear you was
 coming though quite unexpected to me please excuse all mistakes we are all in
 general health give my love to Edmund Elizabeth Susan A and expect the
 same yourselves from your friend and sister Clara C Young to
 Charles and Eliza Gecker
 Harriet Little

Charles F. Decker

Some where
 in the mountains

Address on Back of Folded Letter

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River, but this being found impracticable, the horses were turned out to
 pasture until spring and the party determined to drag the mail over the
 snow to Salt Lake. "Leaving the horses at Weber," writes the editor
 of the Deseret News, "Mr. Little commenced drawing the mail bags of
 one hundred fifty pounds on the snow in par-flesh but after a few miles
 hauling found it impossible, cached the news bags and continuing with
 the letter bag, arrived on January 25, having dragged the mail by hand
 nearly forty miles over snow in the Wasatch from ten to twenty feet
 in depth in many places." "Utah and the Nation" by Creer

MAIL ITEMS, 1851

THE JANUARY MAIL, from Independence, we understand (Thursday
 morning,) is in the mountains, and is expected at the office Tuesday
 next. Mr. Hanks is coming. Mar. 22, 1851

THE MAIL, due from Independence on the first of January, arrived
 on the 12 instant in charge of Mr. Wm. H. Arnolls. Mr. Arnolls says
 he was detained four days at Fort Laramie, where he found the November
 mail from Independence; that he brought as much of the same as was
 given him, a portion of books and papers having been detained for want
 of suitable bags; that he brought the mail to Laramie in a wagon, from
 hence on pack mules; that the snow was presumed to be 100 feet deep in
 some places on the Upper Sweetwater, where he was detained three days;
 that he had four mules frozen to death at Strawberry Creek, where he was
 detained four days by the blowing of the snow; and that from the 25th
 of January to the 22nd of February, he was obliged to go into winter
 quarters near the South Pass, the snow being not less than five feet on
 an average. The mail was brought down the Weber. According to
 Mr. Arnolls' report, he is entitled to great credit for his diligence and
 perseverance in coming through at the season and under the circum-
 stances which he did.

Mr. Ephraim Hanks, who left this place with the mail on the first of
 January, passed Fort Bridger and took the south route to Laramie, con-
 sequently did not meet this mail. There was no mail expected from
 Independence in January or February, the contract requiring only the
 passing and repassing of ten mails per annum, starting on the first of
 the month. The next mail leaving on the first of March will be due here on
 the first of April, but if it arrives by the middle of April it will do well,
 unless traveling improves very rapidly.

In making out the quarterly returns for the Post Office for the last
 quarter, the income of the office was six dollars per month, which did
 not pay for a third part of the wood burnt while attending to business;
 we therefore suggest that our brethren will pre-pay their letters, so that
 it will help keep up this office. The mail that went out on the 1st
 instant had 800 letters, which, together with the business appertaining
 to the office took two clerks night and day to get ready, and the paid
 for letters did not amount to eight dollars.

Deseret News, April 8, 1851

MAIL—April 30, sunset—No news from the mail, which left Independence
 on the first of March; due thirty days since. No news from California,
 Oregon, or Santa Fe this spring.

Deseret News, May 3, 1851
Special Agency Office
San Francisco, April 1, 1851

Sir: Messrs. Woodward and Chorpenning, contractors for the transportation of the United States mail from Sacramento City, in the state of California, to Salt Lake, in the Territory of Utah, leave the former place tomorrow for the latter point. The regular contract time for leaving each point, hereafter, is the 1st of the month, at 6 o'clock a.m.

Respectfully, your obedient servant.

James M. Goggin

Special Agent of P. O. D. for California
To Postmaster, Salt Lake

ALL LETTERS designed for the mail should be in the Post Office by 6 p.m. on the last day of each month to secure an early passage; as it takes time to prepare the mail for its departure on the following morning, or the first of each month.

April 8—The February mail from Independence arrived on the 3rd instant. We have seen the New York Herald to the 18th of January, and Occidental Messenger of the 1st of February. The most important item we have discovered is the three cent postage bill; a synopsis of which may be found in this paper, the publication of which has been deferred three days, to receive the "Fifth General Epistle of the Presidency." Our time has been too much occupied with public matters to give much attention to this sheet.

The U. S. mail which left Sacramento on the 3rd of May, arrived at Salt Lake City post-office, June 5, 7 1-4 p.m. in charge of Mr. Chorpenning, one of the contractors, who had been accompanied by seven men, having seen but few Indians on the route, and having met with no particular inconvenience except snow. They were fourteen days getting their mules over the Nevada mountains, and hindered some on the Goose mountains with snow. Mr. Chorpenning thinks there will be no difficulty in passing the mail every month in the year.

By California mail, we received "Sacramento Placer Times," May 1, for the States and Europe; from which we learn that letters from the Sacramento post office cost the miners \$1.50 to \$2.00 each delivered to the mines; surely we have not learned how to charge, but, we don't know what the postmaster charges over the 25 cents, addition to 40, post mark, 65 cents. Miners settle their own difficulties; they say: "from lawyers, and especially from their fees, good Lord deliver us;" thinking that many of our public officers are more familiar with "Monte" than they are with mining. . . .

Deseret News

Salt Lake City Post Office, July 9, 1851.

MAILS—The mail leaves this office on the first day of every month for Independence and also for Sacramento. The mails close at 6 o'clock of the previous evening, when all letters must be in to insure remittance.

Also, the mail leaves on Monday and Thursday of each week for Brownsville, Weber County (where Isaac Clark is postmaster), calling

at Miller's Creek, Davis County (where John S. Fullmer is postmaster). This mail closes at 6 o'clock the previous evening. This mail returns on Tuesdays and Fridays.

Postmasters in the villages from this to Iron County have received their appointments, but no notice of contract for carrying the mail on that route has reached us. We expect it next mail.

Postage on single letters, or less than half an ounce, 3 cents pre-paid, and 5 cents unpaid, for any distance in the United States less than 3000 miles, and for any distance over 3000 miles double those rates. Letters to Canada 5 cents prepaid, or 10 cents not prepaid to any part of Canada. Letters to England 24 cents; letters to France and Denmark 5 cents pre-paid, **and not prepaid, not sent;** but, far safer for our friends to pay 24 cents and send them to our agent in Liverpool. The design of the cheap postage system, is, to secure pre-payment.

California mail due 30th June, arrived July 2nd, very light.

Deseret News

INADEQUATE MAIL SERVICE—1853-60

Because of adverse weather conditions, especially during the winter months, the mail service was very irregular. "No mail has been received from the East since last November," writes Brigham Young on April 13, 1853, "and a part of that is still cached in the mountains while the remainder was drawn over snow drifts by hand. As yet we have no certain information who was elected president of the United States. During this long silence from the East, we have received two mails from California by the south route containing very little news." In his annual message to the Territorial Legislature on December 13, 1853, President Young complains of the lack of remuneration from the government to operate the mail service efficiently. "Consequently," he says, "the contractors' feeble attempts prove fruitless and we have been left without a solitary mail for over half a year at a time." Relief was sought when on March 3, 1852, the Legislative Assembly memorialized Congress to establish a weekly mail from the Missouri to Salt Lake City. On January 21, 1853, that body again petitioned Congress to remedy the mail service, urging that a weekly mail be established between Salt Lake City and San Diego. "Utah and the Nation," Creer

In 1854, W. M. F. Magraw was awarded the contract for carrying a monthly mail between Salt Lake City and Independence for \$4,400 a year. The mail was to be carried in four-horse coaches making the trip in thirty days. Because of difficulties and losses sustained because of hostile Indians, the annual pay was raised to \$36,000 for the year ending August 7, 1855. The following year Magraw presented a similar claim for compensation due to unavoidable losses and Congress awarded him \$17,750 in full indemnity for property stolen or destroyed by the Indians, but on the grounds of incompetency, authorized the Postmaster General to annul this contract after August 18, 1856, and to advertise for new bidders.

There was much dissatisfaction in Utah with the service under the Magraw contract. On June 2, 1856, mass meeting was held at the Council House in Salt Lake City and a committee appointed to draft resolutions

expressive of the sentiments of the people in regard to the management and delivery of the Eastern mail. "The contractors," said Pres. Young, "have laid over four days with the mail within forty miles of the City, under pretense that they could not cross the Weber, a stream a farmer boy can cross with impunity at its present stage."

On October 9, 1856, the McGraw contract was annulled and Hiram Kimball, a Mormon, was awarded a contract for the transportation of a monthly mail between Salt Lake City and Independence Missouri, the pay, \$23,000 a year.

January 4, 1854. The Eastern Mail due on the 31st ult. has not arrived, nor been heard from up to the time of our going to press, Jan. 3rd, p.m. Mr. J. M. Hockaday, the Agent of Messrs. McGraw & Reeside, employed Mr. John Y. Greene to take the mail east; he started with it on the 2nd instance. As the arrival and departure of this mail is likely to be very uncertain until spring, it may be well to direct the letters and papers intended for the east, and Europe, via Panama, as the southern mail to San Diego will doubtless be carried regularly, and leaves this city on the first of each month.

Journal History

MORE EASTERN MAIL BY OX TRAINS—Twenty two more sacks of old mail were delivered at the Post Office in this city on the 16th instance. This makes thirty eight sacks of eastern mail hauled through by oxen, and how many more are still on the way by the same speedy mode of conveyance, or laying by east of Laramie, or entirely destroyed, we have no means of telling. When we find out, we will endeavor to give the right persons full credit for such unjustifiable conduct.

The sacks were mostly filled with Congressional Documents which might have attracted some attention, had they arrived at seasonable date, but, in this progressive age the owners file them, and wait patiently to receive information by mail before they are fully informed by common rumor. Nearly all the newspaper mail was damp, mouldy, rubbed to pieces, directions worn off, and having the dates running back from April '54 to '52; truly an interesting method for subscribers to receive the value of their money.

August 24, 1854

MAIL AND PASSENGER COACH between Great Salt Lake City and Independence, will leave Hawkin's Hotel in Great Salt Lake City and the Noland House in Independence, Mo., on the first day of each month at 8 a.m., stopping a short time at the following way-stations, viz.: Fort Bridger, Green River, Devil's Gate, Fort Laramie, Ash Hollow, Fort Kearney and Big Blue.

Every facility and attention will be extended to passengers to render their trip speedy and comfortable.

For further particulars apply to the following agents:

J. M. Hockaday, G. S. L. City, Utah
Isaac Hockaday, Independence, Mo.

Deseret News, May 2, 1855

The Eastern mail, so long expected, and at times almost given up, arrived on the 12 instance, bringing 1 'way' and 22 'through' sacks, and

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leaving 16 sacks in a wagon which broke down near Weber River. The sacks unavoidably left at Weber will probably be brought in on the 15th or 16th.

From all we have as yet had time to learn, it is presumed that all back mail matter, to April 1, is now in. For this we thank the indefatigable and energetic conductor, Mr. Hudspeth, the very prompt, accommodating, and gentlemanly Postmaster in Independence, P. McClanahan, Esq., and the efficient agent at Independence, Mr. Isaac Hockaday, and every other person who has aided in furnishing these "upper regions" with the news and intelligence emanating from the 'lower world'.

Having written this much we would like to stop, but 'truth and liberty' will not permit. The official conduct, between Independence and Fort Laramie, with mail matter for Utah, we have not been able to satisfactorily determine for some time past, but from positive information in our possession the Postmaster at Fort Laramie has much room for improvement.

Journal History

November 26, 1855. "The Eastern Mail for Sept. 1 and Oct. 1 arrived Nov. 26, bringing 47 brasslock sacks and 1 with an iron lock. This was the complement started with except 2 iron-lock way sacks and 1 way pouch, which were probably left at Fort Laramie on account of having nothing in them for any point west of there. There was no trouble with the Indians on the route and fortunately no prospect of any.

The mail for Sept. 1, started out and reached Fort Kearney in due time, but the command there refused an escort, and gave the carrier a certificate that it was not safe to travel without, hence he stored it and returned.

October 2, Mr. J. M. Hockaday left Independence with the mail for that month, and brought both mails through faithfully, and in good condition, though we have not yet learned why he did not make better time.

P. McClanahan, Esq., the gentlemanly Postmaster at Independence, supplied Judge Smith with liberal files of the latest St. Louis, Frontier, and other dates by each mail. The courteous loan of the file by the Oct. mail enabled us to furnish the latest war news, but the mails arriving so near our present going to press prevents making up the summary, until our next, though we have not noticed or heard of any event of an extraordinary, unexpected, or very startling nature."

December 1, 1855. Under this date Elder Joseph H. Felt wrote from G. S. L. City as follows: "We received your letters of August and Sept. 14th, on the 26th of last month. The last mail that we received previous to this was in August last, a long time indeed to wait, from August until the last of November. The August, September and October mails came together in the charge of Mr. Hockaday. The November mail is expected in today—M. H. Peck and son are with it. Thomas S. Williams came in advance, having left it at Fort Bridger, he is well. * * * Bro. E. K. Fuller arrived about a month ago; he brought 14 New York Journals which I find very interesting. We received three of Harpers Magazines, July, August and September also some 'Salem Observers' and the 'Mormon'. The mail consisted of some 40 odd mail bags."

Journal History

Under date of Oct. 23, 1856, Dr. John M. Bernhisel, Utah's delegate to Congress, writing from Andesville, Pa. to John Taylor, said:

"The Post Office Department has awarded to Hiram Kimball, Esq. of Utah, the contract for transporting the mail between Independence, Mo. and Salt Lake City from the 1st of December, 1856, until the 30th of November, 1860." Des. News 6:357. Oct. 23, 1856. Under date of July 24, 1857, John Taylor, writing from Deer Creek, said:

"We are informed here that there is a change of mail, and that it is taken from Mr. Hiram Kimball, under what pretext it is difficult for me to determine."

This action on the part of the post office authorities was on account of misrepresentations on the part of former federal officials of Utah, which had caused an army to be sent west to suppress a supposed rebellion in Utah.

1856-7. During the winter of 1856-7 no regular mail service was performed on account of the severity of the season. The postmaster at Salt Lake City contracted, however, with Messrs. Little and Hanks to carry mail to Independence for \$1,500. They made the trip in 78 days, having suffered severely from cold and hunger. Mr. Little had been connected for several years with the mail service.

1857-58. The approach of Johnston's Army cut off communication with Utah during the fall and winter of 1857-58. Had it not been for this event the B. Y. Express Carrying Company, established in connection with the Kimball mail contract, might have grown into a gigantic enterprise conveying all the merchandise and mails from the coast and perhaps would have been the means of placing Utah through the agency of express messengers in daily intercourse with the rest of the world fully a decade before that desired end was accomplished by the railroad. Yet this enterprise, so promisingly begun was destined to an early and abrupt close. In June, 1857, the Kimball contract was annulled on account of the non-arrival of the mail within the stipulated time, and the malignant jealousy of Magraw. At any rate, whatever the influence of Magraw's letter to the president, by midsummer the government had annulled the Kimball contract and an army was on its way to Utah.

1857-60. After resumption of mail service to the territory of Utah following the Utah War, a contract to carry a monthly mail from Independence to Salt Lake City was awarded S. B. Miles for \$32,000 a year. From April 1 to December 1, it was to be carried in four-horse coaches and for the remaining four months on pack mules. The Postmaster General, in conformity with the general policy of improvement of the mail service on all established routes, awarded a new contract on this route to John M. Hockaday and Company for a weekly service in four-mule wagons or carriages on a twenty-day schedule for a term of two and one-half years, commencing May 1, 1858 and continuing until November 1, 1860. About the same time Chorpenning was again awarded his third contract to carry the mail from Salt Lake to Placerville, California.

1862. NORTHERN MAIL—the undersigned has made arrangements for running a coach semi-weekly, for the conveyance of mails and a limited number of passengers between Salt Lake City and Ogden, which will leave Salt Lake City each MONDAY and THURSDAY at 7 a.m. and arrive at Ogden the same evening. Returning, will leave Ogden each WEDNESDAY and SATURDAY morning, and arrive at Salt Lake in the evening.

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Fare six cents per mile

Tickets can be purchased at the News Office, Salt Lake City, at the Tithing Office, Ogden, and of the Agents at Stoker, Centerville, Farmington and Kaysville.

Wheat received in payment at \$1.50 per bushel

Oats and barley at \$1.00 per bushel

10-3m

Thomas J. King
Deseret News

MAIL IN THE SIXTIES

In July 1861, the first daily overland mail was started between St. Joseph and Placerville, one thousand nine hundred twenty miles by way of Forts Kearney, Bridger and Salt Lake City. In December, Ben Holladay got control of the entire route. Henceforth it became known as the Overland Stage Line.

With the establishment of the daily overland mail, the entire West was brought into close communication with the East, and the Union became a reality. For nearly a decade longer the old stage coach reigned supreme. It performed its service faithfully and well. Yet it was inevitable that it would be succeeded by the new king of the prairies, the iron horse. In 1869, the Overland Stage became a thing of the past.

The contract was awarded to Holladay at a 1,000,000 dollars a year. He added new lines, one from Salt Lake City to Virginia City, Montana. At the height of his business he is said to have operated 5,000 miles of daily mail stages. His equipment included 500 Concord coaches and express wagons, 500 horses and mules, and harness worth \$50,000. His feed bill amounted to \$1,000,000 per year. It cost him \$2,425,000 during the first six months to equip and stock the line. Holladay sold out to Wells Fargo and Company in 1866, and this company continued the service until the advent of the first transcontinental railroad in 1869.

LOSS OF MAIL MATTER ON THE PLAINS—A few days since 100 tons of mail matter, awaiting shipment across the plains, were swept away by a freshet. The mail bags had been deposited by the agents of Wells, Fargo and Co. near a bridge, preference being given in transportation to other freight. Of course, as Uncle Sam is the loser, Wells, Fargo and Co. are safe from annoyance, though, to be sure, a few unpatriotic persons may object to that manner of delivering their letters and papers.

Mill. Star 29:590

Dated Sept. 14, 1867

IN 1884

Bancroft in his history of Utah says: "The receipts of the Post Office at Salt Lake City for the year ending March 31, 1884, amounted to \$39,294 and the expenses to \$12,871, leaving a surplus in this department of \$26,423. The first Post Office was established in March, 1849, letters being usually delivered before that date at the several places of worship. Of mail contracts and services up to the close of 1856 mention has already been made.

After the reopening of postal communications, interrupted by the Utah war, there was little regard to regularity or promptness in the delivery of the mails, letters and papers being often lost, mail-bags wetted, thrown

carelessly to the ground and sometimes purposely destroyed. As for magazines and newspapers, the Saints considered themselves fortunate if they received them four months after date. The establishment of the pony express in 1860 and the persistence with which the Mormons advertised their grievances improved matters considerably; and with the building of railroads, lines of postal route were of course established throughout the territory. In 1879 there were 109 routes, the subsidies for which amounted to nearly \$200,000, and about 200 postmasters, whose compensation varied from 18 cents to \$2,800 a year.

BEN HOLLADAY

Proprietor of the first daily mail and express line from Missouri to the Pacific Coast

Ben Holladay, the originator of the Overland Pacific Express and chief of the Overland Mail Company, died in Portland, Oregon July 8, 1887. He was originally a poor boy living in western New York, but later emigrated to Far West. He tried many occupations and at last won success in extending benefits of the express system to the Pacific States which enterprise from his energetic and business-like management enrolled his name among the millionaires and made him famous through the breadth of the continent. Out of his mail contracts grew a claim of \$500,000 which he presented to the government in 1867. This was at the time rejected and slumbered for a dozen years or more. In 1879 the Senate cut it down to \$100,000 while the House left it uncalled on the calendar. During two or three subsequent sessions Congress treated the claim in a way no more satisfactory to the claimant.

Large investments in the Pacific slope railroad securities did much to swell the amount of Mr. Holladay's wealth.

He was married twice. Had three children by his first wife, one boy and two girls.

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BEAVER'S EARLY MAIL SERVICE

Beaver's first mail service was the freight wagon train. The drivers would deliver mail to the Bishop, who in turn would distribute it in Church. Then an office was maintained in an adobe room owned by Judge Thomas, in 1864-65. Ephraim Thompson at one time received the mail at his home. In 1870, a mail route from Beaver to Fillmore was established, known as the Pony Mail. John A. Skinner was the first rider and Alonzo Hinckley of Cove Fort was the second.

The location of the Beaver Post Office has been changed frequently throughout the years. Following is a list of the locations and the postmasters: A frame building that stood near the center of the block on the east side of Main Street, with a Mr. Poole as postmaster, 1877-80; a building owned by Ormand Turley, J. S. McMillan postmaster, 1880-83; C. C. Woodhouse, postmaster 1883-86, in a building in the center of the block on the west side of Main Street. Charles C. Woodhouse, Jr. assumed responsibility for two years, or until 1888 when C. C. Woodhouse, Sr. returned to Beaver from Washington State and was reappointed serving

until 1894. The fifth location for the post office is somewhat in doubt; some say it was south of the Beaver Co-op and others say it was east. C. T. Stoney was postmaster 1894-99. He was called on an L. D. S. Mission and Robert Stoney filled the vacancy. Ernest Hodges served from 1899 to 1904 in the same location.

D. U. P. History of Beaver Co.
"Monuments of Courage"

BOX ELDER COUNTY

All Utah mail was left at the Salt Lake post office and distributed from there, at first, by people from the smaller settlements who chanced to come to Salt Lake and called at the office for all mail belonging in their locality. Later individuals were hired to carry the mail at regular intervals to points as far north as Brownsville, (Ogden)

On January 20, 1853, a post office was established at Box Elder, Weber County, with Charles W. Hubbard acting as post master. The name of this office was changed to Willard in Box Elder County, April 5, 1859 while Thomas R. Hawkins was postmaster. Since the May 14, 1853 issue of the Deseret News says no arrangements had been made to carry the mail from Brownsville to Box Elder, we conclude that the Box Elder office received its mail from Ogden by chance travelers. This condition continued until 1861 when Ben Holladay ran a stage line into Virginia City, Montana and Boise, Idaho, thus giving northern Utah the benefit of regular mail service.

Brigham City's first post office was established July 22, 1856; Eli Harvey Pierce was postmaster. A post office was established at Portage on December 18, 1867 with William H. Anderson as postmaster. The three offices, Willard, Brigham and Portage, received their mail direct, from Washington after the Holladay Stage Lines were established. After the coming of the railroad, post offices were established as follows: Corinne, April 14, 1869, about one month before the railroad arrived, Peter R. Jahr, postmaster; Kelton, December 16, 1869, Simon Schwabacher, postmaster. Corinne and Kelton had direct railroad service after May 10, 1869.

As towns increased in population, post offices were granted to them so that for many years there was an office in almost every little settlement in the county. Often mail had to be carried long distances from the railroad to the different settlements. In 1869, Oliver G. Snow, carried mail to Brigham from Bonneville station south of Willard. The Three Mile Creek people got their mail from Brigham City. Anyone driving to town brought back the village mail and it was left in a box on the porch at the Henry Perry home. History of Box Elder County, D. U. P.

"East of Antelope Island"

DAVIS COUNTY

William Barnes carried the mail in Kaysville meeting the Pony Express at the mouth of Bear Canyon, then walking home with it.

In 1854, a Post Office was opened in North Canyon Ward, called Stoker, at the residence of Perrigrine Sessions, with David Sessions as postmaster. B. F. Bowman became the second postmaster of South

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Weber. In 1854, a Post Office was established in Centerville with Aaron B. Cherry as postmaster. Richard V. Venable was a postmaster in Syracuse.

When the Utah Central Railroad from Ogden to Salt Lake City was completed in 1870, William S. Muir was made postmaster of Woods-cross. Mail was delivered to the people of the South and West district of Bountiful by Sarah Drakeford Muir who kept the post office in her place of business on the corner of the O. S. L. station. When the Deseret Live Stock Company erected its business building on the corner, the southwest corner was equipped for a post office with John Arthur Hatch as postmaster. There was a stagecoach running between Montana, Salt Lake City and the west in 1857, carrying mail and passengers. Ike Brown of Layton was station carekeeper.

DUCHESNE COUNTY

The first contract for mail from Price to Vernal was let July 1, 1886 to Tom Miles and Joe Black from Huntington, Utah, with Tom Miles as the driver. The first day they went as far as Ed and Tom Taylor's ranch in Nine Mile, a distance of about forty miles. Next morning they went as far as the Well's Station which was run by Owen Smith. There they met another driver who took the mail to Vernal, changing horses at Fort Duchesne and sometimes at the Bridge (now called Myton). Later on a contract was let to Tom Taylor and Ed Lee, for a daily mail from Price to Vernal. Coaches with four horses were used. Horses were changed at Soldier's Summit and at Taylor's and Lee's ranch, the Wells Station and Fort Duchesne. A Post Office was established at Lee's Ranch in Harper, to accommodate the people of Nine Mile Canyon. Many men from Price were drivers on that stage line, among them Arthur Burch, Oswald Barlow and Miles Black. The last contractor was Tom Whitmore, whose line was managed by his son, June Whitmore.

One of the early roads used by the stage line came in via Colton, through Whitmore Park up Willow Creek, over the Divide and down into Indian Canyon following the Indian Canyon to Duchesne. This road was used in the very early history of the basin. There were several stops for the stage along the way. In the winter it was very difficult to cross over the divide because of heavy snows, and a few times men carried the mail on their backs from one station in Willow Creek over the divide to the station in Indian Canyon.

History of Duchesne County

CACHE COUNTY

Peter Maughan at Maughan's Fort, later known as Wellsville, received the first mail sent through the canyon. His wife sent this on as best she could. She said to one traveler, "Take this letter and ask at each town until you find the man it is addressed to."

Later, in 1869, Frank Gunnel carried the mail from Brigham to Wellsville. Samuel Whitney, Ed Nelson, John Wright, and Mr. Baxter were pioneer carriers of Cache Valley mail. As early as 1867 Joe Maughan, son of Peter Maughan, at the age of seventeen, carried the mail from Logan to Franklin. After the advent of the railroads, 1873 and

1874, Lute Farr carried the mail when the train was blockaded. The mail came into the valley at first weekly, then twice a week. It was delivered at the Tithing Office Building in Logan. G. L. Farrell and William Palmer were clerks at the Tithing Office. At first when the mail came in, a large crowd would gather. The clerk would hold each letter and call out the name. The receiver would call out, "Here." Then he would continue on with the next letter until the mail was delivered. Postage on each letter was twenty-five cents. If no stamp was on the letter, the receiver would have to pay the postage.

In 1904 rural free delivery was established, which saved the people an eight mile drive by team for their mail. James Wood was the first carrier; Godfrey Weyerman was the second carrier. In 1908, Nephi Bindrup carried it. Later Louis Christiansen, Mr. Watterson and Mr. Trop carried it. Since April, 1921 Fred Marshall, Jr., has carried the mail.
History of North Logan

CACHE COUNTY

Logan—A meeting was held in Logan July 10, 1859, and it was decided that the boundaries of the settlement be set, and, also, to name the place so mail sacks could be received. The stakes which set off the boundary lines were driven by means of a pocket compass and the North Star. John P. Wright laid off Main and Center streets as they are today. Later when Jesse W. Fox, a government engineer, and Bishop W. B. Preston laid off the city, they found that John P. Wright had made a correct survey for Main and Center streets.

It was necessary to name the little settlement in order to receive mail. John P. Wright suggested that the settlement be named Logan. The name was suggestive as the river had already been named the Logan River by the early trappers and explorers. The name was adopted and the settlement became known as Logan. Tradition tells us that the early trappers and explorers named the river Logan after the old Indian Chief Logan who had been a great friend to the white people.

FROM CARBON TO EMERY

The Granges—My father moved to Huntington on May 1, 1883. He had the first U. S. contract to carry mail from Price to Emery, 3 times per week, for \$1700.00 per year. His sons, Sam, 19 years old, and U. W. Grange, 16 years old, carried the mail pouches either on horse or in the old white topped stage coach. During high water in the spring, the mail pouches had to be taken across the streams on ropes because the swollen streams were impassable and there were no bridges. This contract lasted for two years. During the high waters of spring were days of worry and anxiety for their mother, who began watching for the boys about the usual time that they should be seen through the "Gap" (a low pass between two large hills) through which the road to Price could be seen for 2 or 3 miles. When they were late coming into sight she would send one of the girls out to watch, with these words, "As soon as you see them come hurry back and tell me."

The old white top stage coaches were used for many years with different contractors as mail carriers. Elisha Jones and his brother Joseph

Anderson succeeded Miller. Sarah Jonson Anderson, Wm. A. Seegmiller, Niels Poulson, W. W. Morrison, Lucial Greenwood, G. M. Jones, John L. Sevy and now Wallace Sorensen. The first post office was built by H. P. Miller and still stands on the M. C. Nelson lot.
Dorothy Baker

Aurora—When the people of Willow Bend applied for a Post Office, the government required them to change the name of their town. Numan Louvan suggested the name of Aurora and on Feb. 11, 1881, Van Louvan gave bonds as postmaster. Hitherto, mail had been delivered by those who carried the mail to Richfield.

Central—In the early years of Central, people who chanced to go into Richfield, brought back any mail there might be to the Asa R. Hawley store. From there, the townspeople picked it up. The first postmaster was Joseph R. Hooton. The post office, a tiny frame building 12 by 12, stood on the south side of his home.

Elsinore—A post office was established in Elsinore in 1877, with J. Ostlund as Post Master. But he found that the enterprise was more of a burden than a success financially, so sent in his resignation. Urged by Bishop Joshua W. Sylvester, Jens Jensen hurried to Provo to take out his citizenship papers, so that he could apply for the position as postmaster. He found two old friends standing on the street, who agreed to be his witnesses in court, namely Peter Greaves and Alfred Bailey. Judge Emerson granted his citizenship papers and Jens Jensen was appointed Postmaster in 1878. Mail had also been delivered to this town previously by those who carried mail from Richfield to points south, but no one recalls how people secured it, individually.

Joseph—Gideon A. Murdock was the first official postmaster in Joseph, after the mail route to Marysvale was established. Prior to this, the mail was brought from Monroe by anyone who chanced to go there. It was placed in a box at the store. There, the citizens sorted through it to find their own letters, etc.

Salina—The first postmaster of Salina was William McFayden, though during what years he served is not recorded.

Sevier—The first Post Office was established in Sevier, or Cove, in one room of the home of Joseph Hyrum Levie Sr. He was the first postmaster. This happened in 1896, when the Denver and Rio Grande Railroad was completed through the Sevier valley. Prior to this, mail had been distributed in much the same manner as in other towns travelled by the mail carriers, who went on horse back, at first, and later in buck-boards, on their way through the canyons, to Marysvale.

Vermillion—Early residents got their mail thru the post office in Glenwood (after 1870). Anyone who happened to go to Glenwood would pick up the mail for the town of Vermillion, then pass it to the owners as best they could, sometimes giving it to the school teacher, who would send it home, with the children, to their parents.

When the people of Vermillion asked for a post office under that name, they were refused because there was already a post office by the name of Vermillion in Kane County. The government granted a post office

June 11, 1887, but gave it the name of Sigurd. Sophia Dastrup is said to have been the first postmistress.

Venice—About 1894 a post office was established, with Thomas Jake-man as the first postmaster. Earlier, they had received their mail from the Glenwood post office, as they were a part of the Glenwood Ward.

UINTAH COUNTY

Uintah County—In the early years of the Ashley Valley settlement it was very difficult to get any mail into the Basin, especially during the winter when there were several feet of snow to block the mountain passes. The first Post Office was located at Ashley Fork, installed there in 1877-78 with Will Britt as postmaster. In 1879, Otto Peterson carried the mail on snowshoes over the Taylor mountain from Green River City, Wyoming. He was not a regularly paid mail carrier but the settlers would give him produce and whatever they could for this service. It was in December that a terrible snowstorm closed all the mountain roads. Five different men tried to make the trip via Brown's Park for the mail. Two of them froze their feet and almost lost their lives. Mr. Peter Dillman finally made the return trip and the settlers persuaded him to continue carrying the mail all that winter.

In the early eighties, Fort Duchesne was established as a Military Post, a road was built to Price from Fort Duchesne via the Duchesne Bridge, the place where later Myton was built up, and the mail was brought in by people from Price to the Fort and from there in into Vernal. In 1881-82 Peter Peterson had the mail contract to Ouray and John Harper and John McKeachnie Sr., used buckboards and drove two horses while working for him.

In 1888, Mr. Thomas Mitchell asked for permission to open the Post Office in what is now Vernal. He requested the name of Ashley Center; permission for the office was granted, but, the name Vernal suggested in the place of Ashley Center. This change was accepted by Mr. Mitchell and the residents of the locality so the town received its name.

The settlers increased rapidly and improvements were made accordingly and every effort was made to have regular mail brought into the Valley. Mr. Morrell tells us that in 1894, mail was being delivered every 36 hours and by 1901, the contracts called for mail to come from Price seven times per week. Ed Lee contracted the mail and Lyle, Ed and Gib Curtis were driving for him. Only letters and papers were brought by mail and everything else came with the freight teams. Varied and colorful were the experiences of these pioneer mail men, but, the mail came through and the people met at the postoffice to discuss further improvements and to talk about the weather.

The story is told of how, after the rush of 1905 which brought many settlers into the valley, Bob Johnston came through with the mail one spring day bringing with him a woman, Dr. O'Donnell as a passenger. When they arrived at the banks of the Green River, they found the ice breaking up making it impossible for them to cross in the stage. The contract called for the delivery of the mail to Vernal 12 hours after leaving Dragon. Mr. Johnston being anxious to ful-